TIME IS IMPORTANT
Take TIME To Be SAFE

TERMINAL SUPERINTENDENT

D. P. BOYKIN.....Los Angeles Yard

ASST. TERMINAL SUPERINTENDENTS

F. BOWMAN.....Los Angeles Yard
H. T. JOHNSON.....Los Angeles Yard
J. M. HARWELL.....Los Angeles Yard

TRAINMASTERS

G. C. TOWNSEND.....Santa Barbara
P. W. DORNFELD.....Colton
R. V. WILLS.....Indio
W. F. CURRIER.....El Centro
R. R. BADGLEY.....Yuma

ASSISTANT TRAINMASTERS

W. M. JONES.....Los Angeles Yard
M. L. PARK.....Los Angeles Yard
W. V. WILLIAMSON.....Los Angeles Yard
J. E. CODY.....Los Angeles
W. HEFFNER.....Los Angeles
J. F. SEATON.....Los Angeles
J. R. POWELL.....Colton
W. J. BOUSQUET.....Colton
L. C. SCHERLING.....Puente
R. D. BAMBURG.....Puente
J. D. LAWSON.....El Centro

ROAD FOREMEN OF ENGINES

R. C. HAYDEN.....Los Angeles
R. M. ROBERTS, JR.....Los Angeles

ASSISTANT ROAD FOREMEN OF ENGINES

H. M. SNYDER.....Los Angeles
W. B. BLEVINS.....Indio

CHIEF TRAIN DISPATCHERS

A. F. CLACK.....Los Angeles
H. GALYAN.....Beaumont

A. G. BAYS
Senior Assistant Superintendent, Los Angeles

W. C. MORRIS
Assistant Superintendent, Los Angeles

SOUTHERN PACIFIC COMPANY

LOS ANGELES DIVISION TIMETABLE

211

EFFECTIVE SUNDAY, SEPTEMBER 29, 1957
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

P. D. ROBINSON,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. V. M. Strange	Chief Surgeon
Los Angeles	Dr. M. T. Steele	Assistant to Chief Surgeon
Los Angeles	Dr. R. G. Stern	Division Surgeon
Inglewood and Hyde Park	Dr. E. D. Charland	District Physician and Surgeon
Inglewood	Dr. D. E. Levenson	Emergency Surgeon
Huntington Park	Dr. H. F. Oakes	District Physician and Surgeon
Eagle Rock	Dr. A. E. Hollenbeck	District Physician and Surgeon
Eagle Rock	Dr. W. J. Ekroth	District Physician and Surgeon
Montebello	Dr. D. L. Wood	Emergency Surgeon
Hollywood	Dr. Virgil P. Arklin	District Physician and Surgeon
Hollywood	Dr. C. M. Dolan	Emergency Surgeon
North Hollywood	Dr. A. C. Stirling	District Physician and Surgeon
Burbank	Dr. Karl Stadlinger	District Physician and Surgeon
Canoga Park	Dr. M. S. Sumner	Emergency Surgeon
San Fernando	Dr. Walter G. Case	District Physician and Surgeon
Newhall	Dr. E. C. Innis	District Physician and Surgeon
Santa Monica	Dr. L. E. Croft	Emergency Surgeon
Compton	Dr. C. M. Leggitt	Emergency Surgeon
Long Beach	Dr. E. Russell Cullen	District Physician and Surgeon
Long Beach	Dr. M. C. Todd	District Physician and Surgeon
Wilmington		District Physician and Surgeon
Wilmington	Dr. A. H. Nerad	Asst. Dist. Physician and Surgeon
Wilmington	Dr. G. H. Quillen	District Physician and Surgeon
San Pedro	Dr J. L. Bloch	District Physician and Surgeon
Downey	Dr. E. H. Welcome	Emergency Surgeon
Whittier	Dr. Gerald H. Evers	Emergency Surgeon
Norwalk	Dr. Curtis R. Paxman	Emergency Surgeon
Anaheim	Dr. B. D. Roberts	Emergency Surgeon
Santa Ana	Dr. Eugene B. Sive	District Physician and Surgeon
Santa Ana	Dr. L. J. Cella	Asst. Dist. Physician and Surgeon
Pasadena	Dr. Thomas A. Wynne	District Physician and Surgeon
Pasadena	Dr. Z. T. Malaby	District Physician and Surgeon
Alhambra	Dr. T. C. Nicola	Emergency Surgeon
Alhambra	Dr. E. W. Gilbert	Emergency Surgeon
San Gabriel	Dr. G. Glenn Dollinger	Emergency Surgeon
El Monte	Dr. A. S. Sonnenberg	District Physician and Surgeon
Puente	Dr. W. W. Schultz	District Physician and Surgeon
Puente	Dr. E. A. Potts	Asst. Dist. Physician and Surgeon
Covina	Dr. G. H. Ernsberger	Emergency Surgeon
Covina	Dr. W. P. Thearle	Emergency Surgeon
Pomona	Dr. D. B. St. Clair	District Physician and Surgeon
Ontario	Dr. Clark Q. Green	Emergency Surgeon
Colton	Dr. L. E. Ellenberger	District Physician and Surgeon
Colton	Dr. W. C. Engel	District Physician and Surgeon
San Bernardino	Dr. Allen L. Haenszel	District Physician and Surgeon
San Bernardino	Dr. C. M. Hadley	Oculist and Aurist
San Bernardino	Dr. Frederick H. Hull	Oculist and Aurist
Riverside	Dr. Thomas A. Card	District Physician and Surgeon
Redlands	Dr. H. A. Hill	District Physician and Surgeon
Banning	Dr. A. L. Bramkamp	District Physician and Surgeon

LOCATION	NAME	TITLE
Banning	Dr. T. W. Kinney	Asst. Dist. Physician and Surgeon
Beaumont	Dr. Donald L. Cox	Associate District Physician and Surgeon
Palm Springs	Dr. C. H. Woodmansee	District Physician and Surgeon
Indio	Dr. R. R. Dannebaum	District Physician and Surgeon
Indio	Dr. Grant W. Lee	Asst. Dist. Physician and Surgeon
Indio	Dr. Alfred L. Piser	Oculist and Aurist
Calipatria	Dr. N. K. Caldwell	Emergency Surgeon
Brawley	Dr. A. H. Foster	Emergency Surgeon
Brawley	Dr. C. M. Cutshaw	Asst. Dist. Physician and Surgeon
Brawley	Dr. G. C. Holleran	District Physician and Surgeon
Brawley	Dr. T. B. Price	Asst. Dist. Physician and Surgeon
El Centro	Dr. B. E. Schoensee	District Physician and Surgeon
El Centro	Dr. John E. Haworth	District Physician and Surgeon
Holtville	Dr. Willis R. Irwin	District Physician and Surgeon
Calexico	Dr. M. P. Ajalat	District Physician and Surgeon
Mexicali	Dr. Mario Flores	District Physician and Surgeon
Mexicali	Dr. G. H. Salazar	Asst. Dist. Physician and Surgeon
Yuma	Dr. C. S. Powell	District Physician and Surgeon
Yuma	Dr. Wm. H. Lyle	Asst. Dist. Physician and Surgeon
Yuma	Dr. J. F. Stanley	Asst. Dist. Physician and Surgeon
Yuma	Dr. Robert A. Stratton	Asst. Dist. Physician and Surgeon
Yuma	Dr. James Volpe, Jr.	Refractionist
Glendale	Dr. E .A. Westphal	District Physician and Surgeon
Glendale	Dr. E. A. Taylor	Asst. Dist. Physician and Surgeon
Canoga Park and Reseda	Dr. M. S. Sumner	Emergency Surgeon
Van Nuys	Dr. Russell B. James	Asst. Dist. Physician and Surgeon
Fillmore	Dr. H. B. Osborn	District Physician and Surgeon
Saticoy	Dr. A. W. Cruden	Emergency Surgeon
Moorpark	Dr. John O. Jones	Emergency Surgeon
Oxnard	Dr. K. V. King	Emergency Surgeon
Ventura	Dr. H.R. Henderson	District Physician and Surgeon
Ojai	Dr. C. G. Drace	Emergency Surgeon
Carpinteria	Dr. G. Horace Coshow	District Physician and Surgeon
Santa Barbara	Dr. Kent R. Wilson	District Physician and Surgeon
Santa Barbara	Dr. G. T. Flynn	Asst. Dist. Physician and Surgeon
Santa Barbara	Dr. W. R. Johnston	Oculist and Aurist
Santa Barbara	Dr. W. H. Johnston	Oculist
Santa Barbara	Dr. W. B. Gibb	Oculist

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO
DIVISION HOSPITAL.....SANTA FE HOSPITAL, LOS ANGELES
EMERGENCY HOSPITAL.....GENERAL SHOP YARD, LOS ANGELES
EMERGENCY HOSPITAL.....TAYLOR YARDS, LOS ANGELES
EMERGENCY HOSPITAL.....COLTON

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.

Los Angeles.....
- Druyun & Scher, Merit Watch Co., 616 S. Main St.
- Geo. D. Davidson Co., 445 S. Spring St.
- Chas. J. Weir, 3161 Glendale Blvd.
- Jos. J. Tholt, 598 West Ave. 28
- Down's Jeweler, 4832 Whittier Blvd.
- Carl Kimmell, 7512 Sunset Blvd.
- Paul W. Brown, 2618 Pasadena Ave.
- Clayton W. Riggs, 4944 Huntington Dr. So.

Ocean Park.....B. Rubenfeld
San Fernando.....F. G. Marshall
Huntington Park.....Podmore's
Glendale.....J. J. Seltzer, Parr's, 102 East Broadway
Temple City.....M. J. Fitzjohn
Santa Ana.....R. H. Ewert
Oxnard.....Bond's Jewelers
Santa Barbara.Cecil Eggelton, 1103 State St.
Wilmington.....C. M. Wright & Son
San Pedro.....Perham's
Long Beach.....Leo Miller
Pasadena.....J. Herbert Hall Co.
Alhambra.....H. E. Wellman
El Monte.....J. E. Buchanan
Puente.A. W. Heirsch, 110½ North First St.
Covina.....W. D. Boal
Pomona.Lloyd Morrison, 146 W. Holt Ave.
Pomona.W. R. Parsonage, 196 W. Second St.
Colton.....C. G. Miller
Redlands.....Howard S. Smith
Banning.....B. B. Felts
Indio.....Indio Jewelers, 45-261 Jackson
Yuma.Edwards Jewelry Co., 244 Main St.
Yuma...Philips Jewelry, 1076 Fourth Ave.
Van Nuys.....C. H. Berggren
Ventura.....G. J. Adamson
Brawley.....Al Johnson
El Centro.....J. L. Bledsoe
Fillmore.....Duard E. Goble
San Bernardino.....Brand Jewelers

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment:												
SP....	Box—Express.....	41′	24									
SP....	Baggage.....	60′	48	40								
SP....	Baggage.....	61′		45								
SP....	Baggage.....	66′	65	54								
SP....	Baggage.....	70′	63									
SP....	Baggage and Mail....	60′	56									
SP....	Baggage and Mail....	66′	68	60								
SP....	Baggage and Mail....	69′	64									
SP....	Baggage and Mail....	70′	66									
SP....	Baggage and Psgr....	60′	51									
SP....	Baggage and Psgr....	61′		58								
SP....	Baggage—Horse.....	70′	67									
SP....	Baggage—Horse.....	80′	75									
SP....	Postal.....	40′	42									
SP....	Postal.....	60′	59									
SP....	Postal—Storage.....	60′	54									
SP....	Postal—Storage.....	61′	61									
SP....	Club.....	75′			83				80			
SP....	Club.....	77′				100				92		
SP....	Chair.....	60′	53		70				67			
SP....	Chair.....	72′			82		80		79		80	
SP....	Chair.....	73′			78				75			
SP....	Chair.....	74′			90		85	98	87		85	90
SP....	Coach.....	60′	50		67				64			
SP....	Coach.....	70′			78		76		75		76	
SP....	Coach.....	72′	60		81		79		78		79	
SP....	Coach.....	74′			87				84			
SP....	All Day Lunch.....	60′	51		63				60			
SP....	Cafe—Lounge.....	72′			86				83			
SP....	Diner.....	73′	79									
SP....	Diner.....	77′			92	100	85		89	92	85	
SP....	Diner.....	79′					88				88	
SP....	Diner.....	80′				105				97		
SP....	Lounge.....	75′			85		80		82		80	
SP....	Lounge.....	80′			95		93		92		93	
SP....	Observation—Lounge.	75′					94				94	
SP....	Observation—Smoking	69′		78								
SP....	Observation—Smoking	72′			83				80			
SP....	Observation—Smoking	74′	78									
SP....	Official.....	Var.	79	79			96				96	
Pull...	Standard Sleeper.....	"			92	90		93	89	90		93
Pull...	Lounge.....	"			90	88		89	87	88		89
Pull...	Troop Sleeper.....	"	38									
Pull...	Troop Kitchen.....	"	39									
USA..	Kitchen.....	"	40									
USA..	Ward.....	"			90	87			87	79		
USA..	Dressing.....	"			86				83			
USA..	Mortuary.....	"	79									
USA..	Hospital (89200-01)...	"			84				81			
USA..	Hospital (89340-52)...	"			78				75			

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment—Con't.												
UP...	Box—Express.....	41′	22									
UP...	Baggage.....	69′	62									
UP...	Baggage.....	81′	68									
UP...	Baggage—Dormitory..	81′			76		79		73		79	
UP...	Chair.....	70′				86		89		78		86
UP...	Chair.....	74′						88				80
UP...	Club—Lounge.....	75′				92				83		
UP...	Diner.....	80′				95				87		
UP...	Lounge.....	70′						86				78
CNW.	Baggage.....	66′	68									
CNW.	Coach.....	66′					57				57	
CNW.	Diner.....	66′				88				87		
CRIP.	Express.....	41′	25									
CRIP.	Baggage.....	60′	53									
CRIP.	Baggage.....	66′	65									
CRIP.	Baggage.....	70′	68									
CRIP.	Dormitory.....	70′					78				78	
CRIP.	Chair.....	70′			82				79			
CRIP.	Coach.....	74′			82				79			
CRIP.	Club.....	75′			95				92			
CRIP.	Diner.....	80′					95				95	
Light Weight Equipment:												
SP....	Baggage.....	Var.	65									
SP....	Baggage—Postal.....	"	69									
SP....	Baggage—30 ft. Postal	"	69									
SP....	Baggage—60 ft. Postal	"	62									
SP....	Baggage—Dormitory..	"				71	64			61	64	
SP....	Chair.....	"				71	63	64		60	63	56
SP....	Chair (Articulated)...	"					99	95			99	88
SP....	Chair—Baggage.....	"						63				55
SP....	Diner.....	"				77	72	64		66	72	56
SP....	Diner (Triplex).....	"					159	174			159	150
SP....	Tavern.....	"					62	65			62	57
SP....	Coffee Shop—Lounge.	"				77	72			66	72	
SP....	Lounge.....	"				74	66			61	66	
SP....	Parlor.....	"						65				57
SP....	Parlor—Observation..	"					58	62			58	54
SP....	Sleeping Cars.....	"				80				70		
Pull...	Sleeping Cars.....	"				65	68	62		65	68	62
UP...	Bage—Dorm (C of SF)	82′					62				62	
UP...	Bage—Dorm (C of SF)	76′				79				71		
UP...	Chair.....	75′				64				56		
UP...	Club—Lounge.....	75′				66				58		
CRIP.	Baggage and Mail....	70′	52									
CRIP.	Dormitory.....	83′					61				61	
CRIP.	Chair.....	80′					61				61	
CRIP.	Diner.....	80′					64				64	
CRIP.	Diner.....	83′					68				68	
CRIP.	Coffee Shop—Lounge.	83′					69				69	

CODE: ACI: Air Conditioned—Ice System
ACEM: Air Conditioned—Electro-Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System

EASTWARD

FIRST CLASS

Timetable No. 211
September 29, 1957

Capacity of sidings		52 San Joaquin Daylight	98 Coast Daylight	90 Passenger (c)	58 Owl	76 Lark	60 West Coast	374 C. M. E.	372 Advance C. M. E.	Mile Post Location	STATIONS	Distance from Santa Barbara
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sat. Sun. Mon.	Lv. Daily Ex. Sat. Sun. Mon.			
Yd. Lmts. BKWDOTP			PM 3.46	PM 1.05		AM 5.55		AM 4.45	AM 1.25	370.7	TO-R SANTA BARBARA (DT)	0.0
			3.50	1.09		5.59		**4.54**	1.39	371.9	1.2 EAST SANTA BARBARA	1.2
102 P			3.58	1.17		6.06		5.01	1.47	377.3	5.4 ORTEGA	6.6
36 P			4.03	s 1.27		6.11		5.06	1.52	381.2	TO 3.9 CARPINTERIA	10.5
35 P			4.09	1.33					1.58	385.7	4.5 PUNTA	15.0
101 P			4.13	1.37		6.20		5.15	2.02	388.6	2.9 SEACLIFF	17.9
25 P			4.17	1.43		6.24		5.20	2.07	392.9	4.3 DULAH	22.2
Yd. Lmts. P										397.3	4.4 VENTURA JCT.	26.6
119 P			4.25	s 2.00		s 6.38		5.28	2.14	398.2	TO 0.9 VENTURA	27.5
36 YP			4.30	2.07		6.44		5.34	2.20	403.2	5.0 MONTALVO	32.5
Yard Limits 103 BKDP			4.36	s 2.25		s 6.53		5.40	2.26	407.8	TO 4.6 OXNARD	37.1
62 P			4.41	2.31		6.58		5.45	2.31	412.1	4.3 LEESDALE	41.4
113 P			**4.45**	s 2.41		7.02		5.50	2.36	416.6	TO 4.5 CAMARILLO	45.9
39 P			4.48	c 2.45		7.05		5.54	2.40	419.8	3.2 SOMIS	49.1
61 P			4.51	2.50		7.08		5.58	2.44	422.9	3.1 LAGOL	52.2
99 P			4.55	f 2.59		7.12		6.04	2.49	427.1	TO 4.2 MOORPARK	56.4
65 P			5.00	3.06		7.17		6.12	**2.55**	432.2	5.1 STRATHEARN	61.5
101 P			5.06	s 3.18		7.22		6.21	3.05	437.5	TO 5.3 SANTA SUSANA	66.8
68 P			5.10	3.23		7.27		6.26	3.11	441.0	3.5 HASSON	70.3
81 YP			5.16	f **3.32**		7.33		6.33	3.20	445.5	TO 4.5 CHATSWORTH	74.8
E 52 W 52 P			5.20	f 3.40		7.37		6.38	3.30	449.9	TO 4.4 NORTHRIDGE	79.2
Yd. Lmts. P										454.1	4.2 RAYMER	83.4
99 P			5.27	3.51		7.44		6.48	3.40	458.4	4.3 HEWITT	87.7
Yard Limits 100 KIP		PM 7.24	5.31	3.56	AM 10.05	7.49	AM 7.03	6.53	3.50	462.7 471.6	4.3 BURBANK JCT.	92.0
YP					c					472.1	0.5 BURBANK	92.5
P		s 7.37	s 5.42	s 4.10	s 10.20	s 8.02	s 7.16			477.1	5.0 GLENDALE	97.5
BKDOYP										479.7	TO-R 2.6 LOS ANGELES YARD (Double Track)	100.1
I		7.45	5.49	4.19	10.27	8.15	7.25	7.15 AM	4.25 AM	480.6	0.9 DAYTON AVE. TOWER	101.0
										481.9	1.3 EAST BANK JCT.	102.3
I										482.1	0.2 MISSION TOWER	102.5
BKIYP		s 7.55 PM	s 6.00 PM	s 4.30 PM	s 10.40 AM	s 8.30 AM	s 7.35 AM			482.8	0.7 TO-R LOS ANGELES	103.2
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sat. Sun. Mon.	Ar. Daily Ex. Sat. Sun. Mon.		(103.2)	
		52	98	90	58	76	60	374	372			

Automatic Block Signal System

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4 or 6 will, if signal does not clear, call signal operator on telephone located on signal bridge.

RULE 5. Time at Burbank Jct. applies at end of double track.

RULE 93. Trains and engines entering and leaving Los Angeles Union Passenger Terminal operate on tracks of that company.

Timetable No. 211
September 29, 1957

WESTWARD
FIRST CLASS

Mile Post Location	STATIONS	Distance from Los Angeles	91 Passenger (c)	51 San Joaquin Daylight	99 Coast Daylight	371 Advance C. M. W.	57 Owl	373 C. M. W.	59 West Coast	75 Lark
			Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Fri. Sat. Sun.	Arrive Daily	Ar. Daily Ex. Fri. Sat. Sun.	Arrive Daily	Arrive Daily
370.7	TO-R SANTA BARBARA 1.2 DT	103.2	s AM 5.01		AM s 10.25	PM 8.15		PM 9.25		PM s 11.24
371.9	EAST SANTA BARBARA 5.4 DT	102.0	4.54							
377.3	ORTEGA 3.9	96.6	4.47		10.11	8.00		9.12		11.11
381.2	TO CARPINTERIA 4.5	92.7	s 4.40		10.06	7.55		9.07		11.06
385.7	PUNTA 2.9	88.2	4.32			7.49		9.01		
388.6	SEACLIFF 4.3	85.3	4.29		9.57	7.45		8.57		10.57
392.9	DULAH 4.4	81.0	4.24			7.40		8.52		
397.3	VENTURA JCT. 0.9	76.6								
398.2	TO VENTURA 5.0	75.7	s 4.17		9.46	7.32		8.44		s 10.46
403.2	MONTALVO 4.6	70.7	3.59			7.26		8.38		10.35
407.8	TO OXNARD 4.3	66.1	s 3.44		9.36	7.20		8.32		s 10.25
412.1	LEESDALE 4.5	61.8	3.39			7.14		8.26		10.20
416.6	TO CAMARILLO 3.2	57.3	s 3.34		9.28	7.09		8.21		10.16
419.8	SOMIS 3.1	54.1	s 3.16			7.05		8.17		10.13
422.9	LAGOL 4.2	51.0	3.10		9.22	7.01		8.13		10.10
427.1	TO MOORPARK 5.1	46.8	s 3.05		9.18	6.56		8.08		10.06
432.2	STRATHEARN 5.3	41.7	2.55		9.13	6.50		8.02		10.01
437.5	TO SANTA SUSANA 3.5	36.4	s 2.34		9.08	6.45		7.56		9.56
441.0	HASSON 4.5	32.9	2.25		9.04	6.40		7.52		9.52
445.5	TO CHATSWORTH 4.4	28.4	s 2.16		8.58	6.32		7.44		9.46
449.9	TO NORTHRIDGE 4.2	24.0	f 2.06		8.54	6.26		7.38		9.41
454.1	RAYMER 4.3	19.8								
458.4	HEWITT 4.3	15.5	1.50		8.47	6.16		7.26		9.33
462.7	TO BURBANK JCT. 0.5	11.2	1.45	AM 7.09	8.43	6.10	PM 6.29	7.20	PM 8.03	9.28
471.6	BURBANK 5.0	10.7					c			
472.1	GLENDALE 2.6	5.7	s 1.34	s 7.01	s 8.35		s 6.20		s 7.55	s 9.20
477.1	TO-R LOS ANGELES YARD 0.9	3.1								
479.7	DAYTON AVE. TOWER 1.3	2.2	1.10	6.49	8.24	5.30 PM	6.09	6.40 PM	7.44	9.09
480.6	EAST BANK JCT. 0.2	0.9								
481.9	MISSION TOWER 0.7	0.7								
482.1	TO-R LOS ANGELES	0.0	1.00 AM	6.40 AM	8.15 AM		6.00 PM		7.35 PM	9.00 PM
482.8	(103.2)		Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Fri. Sat. Sun.	Leave Daily	Lv. Daily Ex. Fri. Sat. Sun.	Leave Daily	Leave Daily
			91	51	99	371	57	373	59	75

Automatic Block Signal System

Double Track

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4 or 6 will, if signal does not clear, call signal operator on telephone located on signal bridge.

RULE 5. Time at Burbank Jct. applies at end of double track.

RULE 93. Trains and engines entering and leaving Los Angeles Union Passenger Terminal operate on tracks of that company.

EASTWARD

Capacity of sidings		THIRD CLASS 808 Freight Leave Daily	806 Freight Leave Daily	804 Freight Leave Daily	802 Freight Leave Daily	SECOND CLASS 834 Freight Leave Daily	832 Freight Leave Daily	830 Freight Leave Daily	Mile Post Location	Timetable No. 211 September 29, 1957 STATIONS	Distance from Santa Barbara
Yd. Lmts. BKWDOTP									370.7	TO-R SANTA BARBARA (DT)	0.0
						PM 10.40	PM 2.00	AM 6.00	371.9	1.2 EAST SANTA BARBARA	1.2
102 P						**11.11**	2.13	6.13	377.3	5.4 ORTEGA	6.6
36 P						11.19	2.20	6.20	381.2	TO 3.9 CARPINTERIA	10.5
35 P						11.26	2.28	6.28	385.7	4.5 PUNTA	15.0
101 P						11.33	2.35	6.35	388.6	2.9 SEACLIFF	17.9
25 P						11.39	2.41	6.41	392.9	4.3 DULAH	22.2
Yd. Lmts. P									397.3	4.4 VENTURA JCT.	26.6
119 P						11.48	2.50	6.50	398.2	TO 0.9 VENTURA	27.5
36 YP						PM 11.55	2.57	6.57	403.2	5.0 MONTALVO	32.5
Yard Limits 103 BKDP						AM 12.03	3.05	7.05	407.8	TO 4.6 OXNARD	37.1
62 P						12.09	3.11	7.11	412.1	4.3 LEESDALE	41.4
113 P						**12.15**	3.19	7.19	416.6	TO 4.5 CAMARILLO	45.9
39 P						12.22	3.26	7.26	419.8	3.2 SOMIS	49.1
61 P						12.31	3.35	7.35	422.9	3.1 LAGOL	52.2
99 P						12.43	3.47	7.47	427.1	TO 4.2 MOORPARK	56.4
65 P						12.53	3.57	7.57	432.2	5.1 STRATHEARN	61.5
101 P						1.03	**4.07**	8.07	437.5	TO 5.3 SANTA SUSANA	66.8
68 P						1.10	4.14	8.14	441.0	3.5 HASSON	70.3
81 YP						1.23	4.27	8.27	445.5	TO 4.5 CHATSWORTH	74.8
E 52 W 52 P						1.28	4.32	8.32	449.9	TO 4.4 NORTHRIDGE	79.2
Yard Limits P									454.1	4.2 RAYMER	83.4
99 P						1.38	4.43	**8.47**	458.4	4.3 HEWITT	87.7
Yard Limits 100 KIP		PM 11.37	PM 5.27	AM 11.27	AM 5.39	**1.45**	4.50	8.55	462.7 471.6	4.3 BURBANK JCT.	92.0
YP									472.1	0.5 BURBANK	92.5
P									477.1	5.0 GLENDALE	97.5
BKDOYP		12.05 AM	5.55 PM	11.55 AM	6.05 AM	2.05 AM	5.10 PM	9.15 AM	479.7	TO-R 2.6 LOS ANGELES YARD	100.1
I									480.6	0.9 DAYTON AVE. TOWER	101.0
									481.9	1.3 EAST BANK JCT.	102.3
I									482.1	0.2 MISSION TOWER	102.5
BKIYP									482.8	TO-R 0.7 LOS ANGELES	103.2
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(103.2)	
		808	806	804	802	834	832	830			

Automatic Block Signal System

Double Track

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4 or 6 will, if signal does not clear, call signal operator on telephone located on signal bridge.

RULE 5. Time at Burbank Jct. applies at end of double track.

Timetable No. 211
September 29, 1957

WESTWARD

THIRD CLASS

Mile Post Location	STATIONS	Station Number	Distance from Los Angeles	801 Freight	803 Freight	829 Freight	805 Freight	831 Freight	807 Freight	833 Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
370.7	TO-R SANTA BARBARA	367	103.2							
371.9	EAST SANTA BARBARA 5.4 (DT)	3302	102.0			AM 11.30		PM 6.00		AM 1.35
377.3	ORTEGA 3.9	3307	96.6			11.22		5.50		1.25
381.2	TO CARPINTERIA 4.5	3311	92.7			11.15		5.43		1.18
385.7	PUNTA 2.9	3315	88.2			11.08		5.36		
388.6	SEACLIFF 4.3	3318	85.3			11.04		5.32		1.07
392.9	DULAH 4.4	3322	81.0			10.58		5.26		
397.3	VENTURA JCT. 0.9	3327	76.6							
398.2	TO VENTURA 5.0	3328	75.7			10.49		5.15		12.50
403.2	MONTALVO 4.6	3333	70.7			10.42		5.08		12.40
407.8	TO OXNARD 4.3	3337	66.1			10.36		5.02		12.31
412.1	LEESDALE 4.5	3341	61.8			10.29		4.55		12.20
416.6	TO CAMARILLO 3.2	3346	57.3			10.23		**4.45**		**12.15**
419.8	SOMIS 3.1	3349	54.1							12.11
422.9	LAGOL 4.2	3352	51.0			10.15		4.28		12.07
427.1	TO MOORPARK 5.1	3356	46.8			10.09		4.22		12.02 AM
432.2	STRATHEARN 5.3	3362	41.7			10.02		4.15		11.56 PM
437.5	TO SANTA SUSANA 3.5	3367	36.4			9.55		**4.07**		11.49
441.0	HASSON 4.5	3370	32.9			9.47		3.45		11.44
445.5	TO CHATSWORTH 4.4	3375	28.4			9.35		**3.32**		11.35
449.9	TO NORTHRIDGE 4.2	3379	24.0			9.25		3.10		11.27
454.1	RAYMER 4.3	3383	19.8							
458.4	HEWITT 4.3	3388	15.5			9.10		2.55		11.12
462.7	TO BURBANK JCT. 0.5	3421	11.2	AM 12.26	AM 5.40	9.00	AM 11.40	2.45	PM 6.45	11.00
471.6	BURBANK 5.0	3422	10.7							
472.1	GLENDALE 2.6	3426	5.7							
477.1	TO-R LOS ANGELES YARD 0.9	3429	3.1	12.01 AM	5.15 AM	8.30 AM	11.15 AM	2.15 PM	6.20 PM	10.30 PM
479.7	DAYTON AVE. TOWER 1.3	3430	2.2							
480.6	EAST BANK JCT. 0.2	3431	0.9							
481.9	MISSION TOWER 0.7	23431	0.7							
482.1	TO-R LOS ANGELES	23432	0.0							
482.8	(103.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				801	803	829	805	831	807	833

Automatic Block Signal System

Double Track

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4 or 6 will, if signal does not clear, call signal operator on telephone located on signal bridge.

RULE 5. Time at Burbank Jct. applies at end of double track.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
..	..	374.6	Montecito	3304
20W	..	376.2	Summerland (Spur)	3306
..	..	383.4	Wave	3313
11W	..	400.2	Lemon (Spur)	3330
14W	..	405.6	El Rio (Spur)	3335
20E	..	433.5	Simi (Spur)	3363
..	..	452.5	LaMetro	3382
..	TP	456.1	Gemco	3385
20E	..	460.5	Vega (Spur)	3390
13E	..	475.0	West Glendale (Spur)	3425
22E	..	477.9	Industrial (Spur)	3427
..	..	478.5	Arroyo Jct.	3428
..	..	479.3	Taylor	3429
..	..	481.5	Glendale Jct.	....
..	..	482.2	Mission Jct.	23431

EASTWARD — Time Table No. 211 — September 29, 1957 — WESTWARD

FIRST CLASS

Capacity of sidings		6 Argonaut	40 Imperial	2 Sunset Limited	370 A. O. N.	4 Golden State	Mile Post Location	STATIONS	Station Number	Distance from Los Angeles	39 Imperial	3 Golden State	5 Argonaut	1 Sunset Limited
		Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Fri. Sat. Sun.	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits	BKIYP	PM 11.10	PM 8.35	PM 8.25		PM 1.00	482.8 / 481.9	TO-R LOS ANGELES	23432	0.0	s AM 6.00	s AM 7.30	s PM 3.00	s PM 4.1
	I				PM 7.00		482.6	0.7 MISSION TOWER	23431	0.7				
							482.1 / 482.8	0.2 TAYLOR JCT.	3432	0.9				
	P	s PM 11.33	s 8.58	s 8.45	7.15	s 1.20	487.7	4.9 ALHAMBRA	3437	5.8	s 5.40	s 7.10	s 2.40	s 3.5
	136 P						494.6	6.9 EL MONTE	4007	12.7				
	135 P						497.3	2.7 BASSETT	4009	15.4				
	160 KYP						500.7 / 513.1	3.4 PUENTE	4013	18.8				
	114 P						503.5	2.8 MARNE	4015	21.6				
	122 P						506.8	3.3 WALNUT	4019	24.9				
	Yard Limits 295 BKP	AM s 12.12	s 9.41	s 9.21		s 1.55	514.3	7.5 POMONA	4026	32.4	s 4.55	s 6.30	s 1.50	s 3.1
	120 P						517.8	3.5 NAROD	4030	35.9			f 1.33	
	107 P						520.2	2.4 ONTARIO	4032	38.3				
	115 P						523.8	3.6 GUASTI	4036	41.9				
	120 YP						529.7	5.9 SOUTH FONTANA	4042	47.8				
	114 P						534.7	5.0 BLOOMINGTON	4047	52.8				
Yard Limits	154 P						537.2	2.5 WEST COLTON	4049	55.3				
	I						538.7	1.5 COLTON TOWER	...	56.8				
	BKWDOTYP	s 12.42 AM	s 10.16 PM	s 9.48 PM	8.20 PM	s 2.22 PM	539.0	TO 0.3 COLTON	4051	57.1	4.05 AM	5.50 AM	1.10 PM	2.3 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Fri. Sat. Sun.	Arrive Daily		(57.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
		6	40	2	370	4					39	3	5	1

Automatic Block Signal System — DT — Centralized Traffic Control

Timetable No. 211 — September 29, 1957 — Pasadena Branch

Capacity of sidings	EASTWARD Mile Post Location	STATIONS	Station Number	WESTWARD Distance from Pasadena
Yard Limits P	487.7	ALHAMBRA	3437	4.8
	491.2	3.5 RAYMOND HOTEL	3954	1.3
P	492.5	1.3 PASADENA	3955	0.0

(4.8)

Timetable No. 211 — September 29, 1957 — Chino Branch

Capacity of sidings	EASTWARD Mile Post Location	STATIONS	Station Number	WESTWARD Distance from Chino
Yd. Lmts. BKTP	514.3	TO POMONA	4026	5.7
	520.0	5.7 CHINO	4806	0.0

(5.7)

Movements across UPRR main track on Chino Branch Pomona, under control UPRR train dispatcher.

Movements across PERy crossing MP 495.0 under control of SP train dispatcher. See Special Instructions.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
13W ..	489.3	Stoneman.....(Spur)	4001
81 ..	490.6	San Gabriel.....	4003
.. ..	491.7	Temple City.....	4004
12E ..	508.5	Benton.....(Spur)	....
27W ..	510.7	Spadra.....(Spur)	4023
.. ..	526.0	Vina Vista.....	4038
.. ..	527.5	Kaiser.....	4039
		Pasadena Branch	
.. ..	488.5	North Shorb.....	3951
.. ..	489.9	South Pasadena.....	3952

EASTWARD — FIRST CLASS

Capacity of sidings	40 Imperial	2 Sunset Limited	370 A. O. N.	4 Golden State	6 Argonaut	Mile Post Location	Timetable No. 211, September 29, 1957 — STATIONS	Station Number	Distance from Colton
	Leave Daily	Leave Daily	Lv. Daily Ex. Fri.Sat.Sun.	Leave Daily	Leave Daily				
Yard Limits BKWDOTYP	PM 10.26	PM 9.52	PM 8.30	PM 2.26	AM 12.50	539.0	TO **COLTON**	4051	0.0
264 P						542.6	3.6 **LOMA LINDA**	4055	3.6
P						544.5	1.9 **BRYN MAWR**	4056	5.5
118 P						546.3	1.8 **REDLANDS**	4058	7.3
124 P						549.1	2.8 **ORDWAY**	4061	10.1
390 P						552.7	3.6 **EL CASCO**	4065	13.7
367 P						557.2	4.5 **HINDA**	4069	18.2
316 KYP	c 11.11				f 1.31	562.0	4.8 **BEAUMONT**	4074	23.0
133 P						565.5	3.5 **PERSHING**	4077	26.5
120 P	PM c 11.21				f 1.39	568.2	2.7 **BANNING**	4080	29.2
333 WP						574.1	5.9 **CABAZON**	4086	35.1
345 P						576.2	2.1 **MONS**	4088	37.2
225 P						578.6	2.4 **FINGAL**	4091	39.6
128 WP	AM s 12.01	s 10.59		c 3.31	s 2.11	582.6	4.0 **WEST PALM SPRINGS**	4095	43.6
E344 W105 WYP						588.1	5.5 **GARNET**	4100	49.1
116 P						591.6	3.5 **SALVIA**	4104	52.6
118 P						595.1	3.5 **RIMLON**	4107	56.1
424 P						599.0	3.9 **THOUSAND PALMS**	4111	60.0
122 P						606.5	7.5 **MYOMA**	4118	67.5
Yd Limits	s 12.41 AM	s 11.29 c PM	10.25 PM	c 4.01 PM	s 2.50 AM	610.9	4.4 **INDIO**	4123	71.9
BKWDOYP						611.3	TO-R 0.4 **INDIO YARD**	4123	72.3
	Arrive Daily	Arrive Daily	Ar. Daily Ex. Fri.Sat.Sun.	Arrive Daily	Arrive Daily		(72.3)		
	40	2	370	4	6				

Automatic Block Signal System — Centralized Traffic Control — D. T.

WESTWARD — FIRST CLASS

39 Imperial	3 Golden State	5 Argonaut	1 Sunset Limited
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
s AM 3.50	s AM 5.45	s PM 1.05	s PM 2.31
c 3.05		f 12.25	c 1.58
c 2.50		f 12.10 PM	
s 2.20	c 4.30	s 11.40 AM	s 1.23
1.30 AM	3.55 AM	10.55 AM	12.48 PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily
39	3	5	1

Riverside Branch

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 211, September 29, 1957 — STATIONS	Station Number	WEST-WARD Distance from Riverside
Yard Limits BKWOTYP	539.0	See Note TO **COLTON**	4051	7.2
	545.4	6.4 **RIVERSIDE JCT.**	5006	0.8
Yard Limits P	546.2	0.8 **RIVERSIDE**	5007	0.0

(7.2)

Track between MP 540.08 and MP 545.91 jointly used by SP and PERy. Movements governed by Special Signals.

Redlands Branch

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 211, September 29, 1957 — STATIONS	Station Number	WEST-WARD Distance from Crafton
P	544.5	**BRYN MAWR**	4056	6.9
Yard Limits W	547.8	3.3 **REDLANDS, 2nd STREET**	5103	3.6
Yard Limits	551.4	3.6 **CRAFTON**	5107	0.0

(6.9)

ADDITIONAL STATIONS

Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
.. ..	571.5	Owl	4083
.. ..	588.1	Hugo	4097
.. ..	601.5	Dry Camp	4113
		Riverside Branch	
9W ..	541.2	Grand Terrace...(Spur)	5002
52 ..	542.3	Highgrove	5003
16 ..	543.3	Orange Center	5004
.. ..	543.8	Point of Rocks	5005
2E ..	544.2	Iowa Ave.....(Spur)	5005
.. ..	544.8	Chicago Ave	5006
		Redlands Branch	
6W ..	545.0	Motor Jct .....(Spur)	5101
2W ..	549.9	Warner.....(Spur)	5105
7W ..	550.5	Mentone .....(Spur)	5106

Timetable No. 211

September 29, 1957

EASTWARD — FIRST CLASS

Capacity of sidings		2 Sunset Limited	370 A. O. N.	4 Golden State	6 Argonaut	40 Imperial	Mile Post Location	STATIONS	Station Number	Distance from Indio
		Leave Daily	Lv. Daily Ex. Fri.Sat.Sun.	Leave Daily	Leave Daily	Leave Daily				
Yard Limits	BKWDOYP	PM 11.32	PM 10.35	PM 4.01	AM 2.57	AM 12.54	610.9	INDIO	4123	0.0
							611.3	0.4 TO-R INDIO YARD	4124	0.4
							612.3	1.0 EAST INDIO	4125	1.4
129	P						614.4	2.1 COACHELLA	4126	3.5
E 171	P						619.5	5.1 THERMAL	4130	8.6
171	WP						625.2	5.7 MECCA	4136	14.3
171	P						633.3	8.1 MORTMAR	4145	22.4
171	P						639.6	6.3 FERRUM	4152	28.7
171	P						646.8	7.2 BERTRAM	4159	35.9
171	P						655.6	8.8 FRINK	4168	44.7
171	P						660.1	4.5 WISTER	4172	49.2
N 244 S 175	Yard Limits BKWOYP	AM s 12.28		s 5.01	s 3.57	s 2.06	667.5	7.4 NILAND	4179	56.6
171	P						674.4	6.9 IRIS	4186	63.5
171	P						682.0	7.6 REGINA	4194	71.1
171	P						690.1	8.1 ACOLITA	4202	79.2
171	P					c f 2.41	698.1	8.0 GLAMIS	4210	87.2
171	P						706.0	7.9 CLYDE	4221	95.1
171	P						712.3	6.3 CACTUS	4224	101.4
171	P						720.7	8.4 DUNES	4233	109.8
	P						726.1	5.4 ARAZ JCT.	4238	115.2
	P						727.0	0.9 ARAZ	4239	116.1
Yd. Lmts.	BKWDOTYP	s 1.55 AM	1.20 AM	s 6.20 PM	s 5.25 AM	s 3.40 AM	731.9	4.9 COLORADO	4244	121.0
							732.7	0.8 TO-R YUMA	4245	121.8
		Arrive Daily	Ar. Daily Ex. Sat.Sun.Mon.	Arrive Daily	Arrive Daily	Arrive Daily		(121.8)		
		2	370	4	6	40				

Automatic Block Signal System; Centralized Traffic Control; Double Track; No. 2 Track; No. 1 Track

WESTWARD — FIRST CLASS

3 Golden State	5 Argonaut	1 Sunset Limited	39 Imperial
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
AM c 3.55	AM s 10.45	c PM s 12.45	AM s 1.
			c 12.
			f 12. AM
s 3.01	s 9.44	s 11.50 AM	s 11. PM
			f 11.
1.55 AM	8.30 AM	10.45 AM	10.2 PM
Leave Daily	Leave Daily	Leave Daily	Leave Da
3	5	1	39

ADDITIONAL STATIONS

Capacity and Direction of entry into spurs		Mile Post	NAME	Station Number
..	..	628.8	Caleb	4141
98	..	637.8	Salton	4150
16	E	642.1	Durmid	4154
..	..	651.1	Pope	4163
..	..	663.5	Mundo	4175
..	E	684.6	Amos	4197
4	..	695.6	Mesquite	4208
..	..	703.0	Ruthven	4215
..	E	716.6	Ogilby	4229
..	..	722.7	Knob	4235

VENTURA SUBDIVISION

EASTWARD ↓ | Timetable No. 211 | WESTWARD

September 29, 1957

Santa Paula Branch

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Saugus
Yard Limits YP	403.2		MONTALVO	3333	45.5
			4.4		
26 P	407.6	TO	SATICOY	3904	41.1
Yard Limits			7.1		
40 P	414.7	TO	SANTA PAULA	3912	34.0
Yard Limits			9.8		
32 P	424.5	TO	FILLMORE	3921	24.2
			3.7		
P	428.2		CAVIN	3925	20.5
			3.6		
32 P	431.8		PIRU	3929	16.9
			12.3		
29 P	444.1		NEWHALL RANCH	3941	4.6
E 103 Yard Limits			4.6		
W 112 WIYP	448.7	TO-R	SAUGUS	1648 ↑	0.0

(45.5)

EASTWARD ↓ | Timetable No. 211 | WESTWARD

September 29, 1957

Ojai Branch

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Ojai
Yard Limits P	397.3		VENTURA JCT.	3327	15.0
			15.0		
P	412.3		OJAI	3815 ↑	0.0

(15.0)

EASTWARD ↓ | Timetable No. 211 | WESTWARD

September 29, 1957

Burbank Branch

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Burbank
Yard Limits YP	445.5	TO	CHATSWORTH	3375	21.3
			9.6		
	455.1		ENCINO	3710	11.7
			3.3		
	458.4		VAN NUYS	3713	8.4
			4.4		
	462.8		NORTH HOLLYWOOD	3717	4.0
Yard Limits			4.0		
YP	466.8		BURBANK	3422 ↑	0.0

(21.3)

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Ojai Branch	
12 ..	399.0	Chrisman	3802
22 ..	400.3	Wadstrom	3803
12 ..	400.8	Ortonville	3804
20E ..	401.4	Nitroshell ..(Spur)	23804
6E ..	402.4	Canet ....(Spur)	3805
		Burbank Branch	
35 ..	449.2	Canoga Park	3704
26 ..	453.4	Tarzana	3708
		Santa Paula Branch	
11W ..	404.5	Kimball ....(Spur)	3901
14 ..	411.0	Limco	3908
34 ..	411.3	Haines	3909
3W ..	413.3	Briggs.....(Spur)	3910
8W ..	415.9	Kevet.....(Spur)	3913
22 ..	421.2	Keith	3918
21 ..	421.8	Sespe	3919
20 ..	429.9	Buckhorn	3927
21 ..	434.3	Camulos	3931
17W ..	439.8	Mayo.....(Spur)	3940

FIRESTONE PARK SUBDIVISION

EASTWARD — SECOND CLASS | Timetable No. 211 | WESTWARD — THIRD CLASS

September 29, 1957

San Pedro Branch

Capacity of sidings	838 Freight Leave Daily	836 Freight Leave Daily	Mile Post Location		STATIONS	Station Number	Distance from San Pedro	835 Freight Arrive Daily	837 Freight Arrive Daily
Yard Limits KYP	PM 11.30	AM 11.00	489.1	TO-R	FIRESTONE PARK	3858	16.4	AM 9.35	PM 7.20
Yard Limits			490.3		1.2 SOUTH GATE	3860	15.2		
	11.40	11.10	491.8		1.5 LYNWOOD	3861	13.7	8.50	6.50
51	PM 11.59	11.30	494.1		2.3 COMPTON	3863	11.4	8.40	6.40
I	AM 12.10	AM 11.40	496.2		2.1 DOMINGUEZ TOWER	...	9.3	8.32	6.32
29	12.35	PM 12.05	499.7		3.8 WATSON	3869	5.5	8.20	6.20
I	12.40	12.10	501.0	TO	1.0 THENARD TOWER	...	4.5	8.15	6.15
IYP	12.50	12.20	501.4		0.4 WILMINGTON (Anaheim Blvd.)	3871	4.1	8.10	6.10
BKWOP	1.05 AM	12.35 PM	502.9	TO-R	1.5 WILMINGTON	3873	2.6	8.00 AM	6.00 PM
I			504.5		1.6 SAN PEDRO DRAWBRIDGE	...	1.0		
			505.5		1.0 SAN PEDRO	3875	0.0		
	Arrive Daily	Arrive Daily			(16.4)			Leave Daily	Leave Daily
	838	836						835	837

Track between MP 501.8 and Long Beach jointly used by SP and AT&SFRy.

Track between Wilmington (Anaheim Blvd.) and Long Beach jointly used by SP and HBLRR.

Track east of Wilmington (Anaheim Blvd.) MP 501.4 jointly used by SP and HBLRR. Eastward trains must not leave Wilmington (Anaheim Blvd.) without communicating with yardmaster, Wilmington.

EASTWARD ↓ | Timetable No. 211 | WESTWARD

September 29, 1957

Long Beach Branch

Capacity of sidings	Mile Post Location	STATIONS	Station Number	Distance from Long Beach
IYP	501.4	WILMINGTON (Anaheim Blvd.)	3871	2.1
P	503.5	2.1 LONG BEACH	3752 ↑	0.0

(2.1)

ADDITIONAL STATIONS

Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
		San Pedro Branch	
235 ..	495.3	Reyes	3864
53 ..	497.7	Elftman	3867
40 ..	498.4	Dolores	3868
32 ..	502.1	Blinnville	3872
.. ..	507.0	Point Firmin	3876

EASTWARD ↓ — Timetable No. 211 — September 29, 1957 — WESTWARD

Santa Ana Branch

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Dyer
Yard Limits KYP	489.1	TO-R	**FIRESTONE PARK**	3858	30.3
Yard Limits I	492.1		3.0 **PATATA**	4303	27.3
	495.0		2.9 **DOWNEY**	4306	24.4
Yard Limits Y	497.6		2.6 **STUDEBAKER**	4309	21.8
	499.1	TO	1.5 **NORWALK**	4310	20.3
44	504.4		5.3 **BUENA PARK**	4315	15.0
Yd. Lmts. YP	509.0	R	4.6 **WEST ANAHEIM**	4320	10.4
	510.2	TO	1.2 **ANAHEIM**	4321	9.2
P	511.9	R	1.7 **SOUTH ANAHEIM**	4323	7.5
Yd. Lmts. BKOYP	517.0	TO-R	5.1 **SANTA ANA**	4328	2.4
	519.4		2.4 **DYER**	4330	0.0

(30.3)

Track between MP 497.60 and MP 519.40 used jointly by SP and PERy.

EASTWARD ↓ — Timetable No. 211 — September 29, 1957 — WESTWARD

Tustin Branch

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Tustin
IP	511.9	R	**SOUTH ANAHEIM**	4323	10.5
I	514.5		2.6 **MARLBORO**	4603	7.9
	522.4		7.9 **TUSTIN**	4611	0.0

(10.5)

Track between MP 511.90 and MP 514.50 used jointly by SP and PERy.

EASTWARD ↓ — Timetable No. 211 — September 29, 1957 — WESTWARD

Puente Branch

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Puente
Yd. Lmts. IPY	497.6		**STUDEBAKER**	4309	15.5
Yd. Lmts. I	500.7	ABS TO-R	3.1 **LOS NIETOS**	4353	12.4
	504.9		4.2 **BARTOLO**	4357	8.2
	511.5		6.6 **PUENTE JCT.**	4364	1.6
Yard Limits 160 BKYP	513.1 500.7	TO-R	1.6 **PUENTE**	4013	0.0

(15.47)

Track between MP 497.60 and MP 501.20 used jointly by SP and PERy.

Track between MP 504.90 and MP 511.50 used jointly by UPRR and SP.

EASTWARD ↓ — Timetable No. 211 — September 29, 1957 — WESTWARD

Stanton Branch

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Stanton
Yard Limits YP	509.0	R	**WEST ANAHEIM**	4320	4.6
	513.6		4.6 **STANTON**	4405	0.0

(4.6)

Track between MP 509.00 and MP 513.60 used jointly by SP and PERy.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Santa Ana Branch	
7E ..	490.3	Ardmore.....(Spur)	4301
18W ..	493.0	Vinvale.....(Spur)	4304
16 ..	501.3	Carmenita.....	4312
.. ..	512.9	West Anaheim Jct.....	4324
.. ..	515.6	Main St.....	4327
		Tustin Branch	
.. ..	516.7	Villa Park.....	4605
.. ..	519.4	El Modena.....	4608

CALEXICO SUBDIVISION

EASTWARD ↓ — Timetable No. 211 — September 29, 1957 — WESTWARD

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Calexico
N 244 Yard Limits S 175 BKWOYP	667.5	Automatic Block Signal System TO	**NILAND**	4179	41.0
Yard Limits 86 YP	675.7	TO	8.2 **CALIPATRIA**	4508	32.8
Yard Limits BKWP	686.2	TO	10.5 **BRAWLEY**	4519	22.3
Yard Limits 127 P	695.6	TO	9.4 **IMPERIAL**	4528	12.9
BKWOYP	699.4	TO	3.8 **EL CENTRO**	4532	9.1
65 P	704.0		4.6 **HEBER**	4537	4.5
Yard Limits 171 BKWOYP	708.5	TO	4.5 **CALEXICO**	4541	0.0

(41.0)

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
70 ..	672.0	Estelle.....	4505
37 ..	681.0	Rockwood.....	4514
65 ..	690.3	Grape.....	4523
33 ..	691.3	Carlton.....	4524
21E ..	701.5	Jewett.....(Spur)	4534

RULE 5. Time at Niland applies at station sign.

Capacity of sidings	EAST-WARD ↓ Mile Post Location	Timetable No. 211 September 29, 1957 Sandia Branch STATIONS	Station Number	WEST-WARD Distance from El Centro
Yard Limits YP	675.7	TO **CALIPATRIA**	4508	38.0
Yd. Lmts. YP	703.5	27.8 **HOLTVILLE**	5328	10.2
Yd. Lmts. BKWOYP	713.7	TO 10.2 **EL CENTRO**	4532 ↑	0.0
		(38.0)		

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
18E ..	681.8	Turn ..... (Spur)	5306
32 ..	686.8	Munyon	5311
25 ..	689.8	Moss	5314
33 ..	691.7	Orita	5316
21 ..	694.2	Curlew	5319
30 ..	697.5	Sandia	5322
9W ..	699.4	Fuller ..... (Spur)	5324
54 ..	704.5	Rico	5329
44 ..	707.6	Meloland	5332
17E ..	710.6	Anza ..... (Spur)	5335

Capacity of sidings	EAST-WARD ↓ Mile Post Location	Timetable No. 211 September 29, 1957 Westmorland Branch STATIONS	Station Number	WEST-WARD Distance from Westmorland
Yd. Lmts. YP	675.7	TO **CALIPATRIA**	4508	12.6
	688.3	12.6 **WESTMORLAND**	5213 ↑	0.0
		(12.6)		

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
14E ..	679.1	Verdant ..... (Spur)	5203
.. ..	680.6	Shamrock	5205
21 ..	683.1	Fondo	5207

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS: RECEIVE TO (or beyond)	FOR REVENUE PASSENGERS: DISCHARGE FROM (or beyond)	FOR OTHER TRAFFIC
1	Beaumont	Flag	Daily	Alhambra	Phoenix	
1	Indio	Second stop when necessary	Daily			Entrain or detrain pullman passengers
2	Indio	Second stop when necessary	Daily			Entrain or detrain pullman passengers
3	Indio	Second stop when necessary	Daily			Entrain or detrain pullman passengers
3	Indio	Flag	Daily	Alhambra	Phoenix	
3	Indio	Stop	Daily			Entrain mail clerk
3	West Palm Springs	Flag	Daily	Alhambra	Phoenix	
3	West Palm Springs	Stop	Daily exc. Sun. & Hol			Exchange first-class U. S. Mail
4	West Palm Springs	Flag	Daily	Phoenix	Alhambra	
4	West Palm Springs	Stop	Daily exc. Sun. & Hol			Exchange first-class U. S. Mail
4	Indio	Second stop when necessary	Daily			Entrain or detrain pullman passengers
4	Indio	Flag	Daily	Phoenix	Alhambra	
4	Indio	Stop	Daily exc. Sun. & Hol			Exchange first-class U. S. Mail
39	Thermal	Flag	Daily		Wellton	
39	Banning	Flag	Daily	Alhambra	Wellton	
39	Beaumont	Flag	Daily	Alhambra	Wellton	
39	Beaumont	Stop	Daily			Exchange U. S. Mail
40	Beaumont	Flag	Daily	East of Wellton	Alhambra	
40	Banning	Flag	Daily	East of Wellton	Alhambra	
40	Glamis	Stop	When requested by TBM			Dispatch U. S. Mail
57	Burbank	Flag	Daily	Mojave		Dispatch U. S. Mail
58	Burbank	Flag	Daily		Fresno	
90	Summerland	Stop	Daily			Exchange U. S. Mail
90	Somis	Stop	Daily exc. Sun. and Hol			Exchange U. S. Mail
90	Simi	Stop	Daily exc. Sun. and Hol			Exchange U. S. Mail
91	Simi	Flag	Daily	Any station	Any station	
91	Simi	Stop	Daily exc. Mon. and day following Hol.			Exchange U. S. Mail
91	Summerland	Stop	Daily exc. Sun. and Hol			Lock up U. S. Mail

Revenue passenger trains, except exclusively Government business must stop at Glendale.

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 93. Employees operating on tracks of Los Angeles Union Passenger Terminal are subject to rules of that company and are required to have copy and be conversant with current rules and regulations of LAUPT.

RULE 105. Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "N" for North, and "S" for South, are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

RULE 82-A. Trains to or from San Joaquin Division authorized on San Joaquin or Los Angeles Division are also authorized between Los Angeles or Los Angeles Yard and Burbank Jct. and will display numbers and signals, if any, accordingly between Los Angeles or Los Angeles Yard and Burbank Jct.

Trains to San Joaquin Division originating at Los Angeles or Los Angeles Yard must obtain San Joaquin Division clearance and need not obtain Los Angeles Division clearance; and need not obtain clearance at Burbank Jct. if cleared by train-order signal.

Eastward regular trains and sections thereof from San Joaquin Division need not obtain clearance at Burbank Jct.

Train-order office Santa Barbara is located at freight station. Crews of westward passenger trains will receive orders at train-order office, and deliver them to relieving crews at passenger station.

Clearance, and orders, if any, will be delivered by messenger from Los Angeles Yard to light engines originating at Taylor Roundhouse.

RULE 83. Identification may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be applied at end of double track. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

RULE 83-A. At the following station only trains indicated will register:

Los Angeles Yard, originating or terminating, except light engines to or from Ventura Subdivision.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Santa Barbara...First-class, and trains consisting of passenger equipment only.

When a regular train or section of schedule is checked at Los Angeles it will not be necessary to obtain check of the same train at Burbank Jct. when moving to San Joaquin Division.

RULE 97. Extra trains must not run via Santa Paula or Burbank branches unless train order so specifies.

RULE D-97-A. Applies between Santa Barbara and East Santa Barbara and between Burbank Jct. and Los Angeles.

RULE 105. Oxnard—West switch to siding located at Signal 4078. Inside switch on siding must be left lined for drill track.

Northridge—Track north of main track is westward siding;
Track south of main track is eastward siding.

Eastward trains entering siding at Camarillo and Hasson; and westward trains entering siding at Oxnard and Ortega will stop back of the home signal until the switch is thrown to enter the siding.

Saugus. Westward siding extends from MP 451.5 to connection with main track just west of Signal 4505.

Eastward siding is first track north of main track and is west of station building, and may also be used by trains and engines when necessary to do switching on corral or house track.

Trains or engines must not foul westward siding from east end of Bunnell storage track until telephone permission is received from train-order operator.

Montalvo. Light engines from Oxnard intending to turn at Montalvo must go to east end of siding and enter Santa Paula Branch main track to reach wye track.

Saticoy. Siding extends from crossover at D street to East switch.

RULE 208. Third paragraph will not apply to westward trains at Burbank Jct. via Sun Valley or Hewitt when train to which restricting order is addressed is entering siding.

RULE 221. Light will not be displayed in train-order signals on Santa Paula Branch except when train-order operator is on duty.

Burbank Jct. is a train-order office for westward trains only.

Los Angeles Yard is a train-order office only for trains originating.

Train orders restricting the movement of a train may be delivered to westward trains while moving when entering siding at Burbank Jct.

RULE D-251. Will apply as follows:

Both tracks between Burbank Jct. and Los Angeles.

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

RULE 82-A. Trains with SP clearance obtained at Colton or Puente are authorized to operate as an extra train within yards limits on Puente Branch.

Trains with SP clearance obtained at Los Nietos are authorized to operate as an extra train within yard limits on Puente Branch and as an extra train on Pomona Subdivision.

Trains via Puente Branch will obtain UPRR clearance and train orders, if any, at Colton, Puente or Los Nietos which will apply on UPRR between Puente Jct. and Bartolo.

Eastward trains authorized on Pomona Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Beaumont Subdivision without obtaining a clearance at Colton.

Westward trains authorized on Beaumont Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Pomona Subdivision without obtaining a clearance at Colton.

RULE 95. Trains receiving clearance at Colton are thereby authorized as indicated on clearance to beginning of CTC, being governed by block signals whose indications will supersede the superiority of trains.

Trains are authorized from CTC limits to Colton, being governed by block signals whose indications will supersede the superiority of trains.

RULE 204. Trains of Pomona or Beaumont Subdivision operating through Colton with same conductor and engineer may be issued train orders on one subdivision that affect their movement on either, or both subdivisions.

RULE 82-A. Eastward trains authorized on Pomona Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Beaumont Subdivision without obtaining a clearance at Colton.

Westward trains authorized on Beaumont Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Pomona Subdivision without obtaining a clearance at Colton.

Eastward first-class trains and trains consisting of passenger equipment only, authorized on Pomona and Beaumont Subdivisions and operating through Indio Yard with same conductor and engineer are thereby authorized on Salton Subdivision without obtaining a clearance at Indio Yard.

Westward first-class trains and trains consisting of passenger equipment only, authorized on Salton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized on Beaumont Subdivision without obtaining a clearance at Indio Yard.

RULE 83-A. At the following stations only trains indicated will register:

Indio Yard: Trains originating and terminating.

RULE 95. Trains receiving clearance at Colton are thereby authorized as indicated to beginning of CTC. Trains are authorized from CTC limits to Colton, being governed by block signals whose indications supersede the superiority of trains.

RULE D-97-A. Will apply between MP 609.74 Indio and MP 618.41 Thermal.

RULE 204. Trains of Pomona or Beaumont Subdivision operating through Colton with same conductor and engineer may be issued train orders on one subdivision that affect their movement on either, or both subdivisions.

First-class trains and trains consisting of passenger equipment only, of Pomona, Beaumont, or Salton Subdivisions, operating through Indio Yard with same conductor and engineer may be issued train orders on one subdivision that affect their movement on Pomona, Beaumont or Salton Subdivisions.

RULE D-251. Will apply as follows: Both tracks between MP 609.74, Indio, and MP 618.41, Thermal.

SPECIAL INSTRUCTIONS — SALTON SUBDIVISION

RULE 21-C. No. 360 and sections thereof authorized on I-CRy and moving between Araz Jct. and Yuma will display same indicators and signals, if any, and register at Yuma accordingly.

Trains authorized on Salton Subdivision or Wellton Subdivision of the Tucson Division will display indicators and signals, if any, between end of CTC, Yuma and East Yard.

RULE 82-A. Westward trains en route I-CRy and authorized on Salton Subdivision at Yuma are thereby authorized on I-CRy and will display indicators and signals, if any, accordingly, but must obtain both Los Angeles Division and I-CRy clearances at Yuma.

Eastward first-class trains and trains consisting of passenger equipment only, authorized on Pomona and Beaumont Subdivisions and operating through Indio Yard with same conductor and engineer are thereby authorized on Salton Subdivision without obtaining a clearance at Indio Yard.

Westward first-class trains and trains consisting of passenger equipment only, authorized on Salton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized on Beaumont Subdivision without obtaining a clearance at Indio Yard.

Trains authorized on Calexico Subdivision and operating through Niland with the same conductor and engineer are thereby authorized on Salton Subdivision and may be issued train orders on Calexico Subdivision that affect their movement on either Calexico or Salton Subdivisions, and are not required to obtain clearance at Niland.

RULE 83. Trains via I-CRy may identify superior trains between Araz Jct. and Yuma or check train register at Yuma against superior trains and such identification will apply on I-CRy at Araz Jct.

RULE 83-A. At the following stations only trains indicated will register:

Indio Yard: Trains originating and terminating.

RULE 105. Thermal: Eastward siding extends between eastward absolute signal, MP 618.41, beginning of CTC and westward absolute signal at spring switch, MP 620.15,

Westward trains must not use this siding without obtaining permission from train dispatcher.

RULE D-97-A. Will apply between end of CTC, MP 732.45, Yuma and East Yard, and between MP 609.74, Indio and MP 618.41, Thermal.

RULE 204. Clearances and train orders received at Yuma by trains en route I-CRy will apply on I-CRy at Araz Jct.

First-class trains and trains consisting of passenger equipment only, of Pomona, Beaumont or Salton Subdivisions operating through Indio Yard with same conductor and engineer may be issued train orders on one subdivision that affect their movement on Pomona, Beaumont or Salton Subdivisions.

RULE D-251. Will apply as follows: On both tracks between MP 609.74, Indio and MP 618.41, Thermal.

On both main tracks between end of CTC, MP 732.45, Yuma and East Yard.

RULE 82-A. Clearance, and orders, if any, will be delivered by messenger from Los Angeles Yard to light engines originating at Taylor Roundhouse.

Trains with SP clearance obtained at Los Angeles Yard are authorized to operate as an extra train within yard limits on Puente Branch.

Trains via Puente Branch will obtain UPRR clearance and train orders, if any, at Los Angeles Yard which will apply on UPRR between Puente Jct. and Bartolo.

Crew arriving Wilmington on No. 836 may assume schedule of No. 835, and crew arriving Wilmington on No. 838 may assume schedule of No. 837, without obtaining clearance.

Crews called to operate Nos. 836 and 838 will obtain clearance and train orders, if any, at Los Angeles Yard.

RULE 83-A. At Los Angeles Yard only trains originating or terminating, except light engines, will register.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Firestone Park.....Westward trains.

RULE 95. Nos. 835, 836, 837 and 838, or sections thereof, are authorized to display indicators between Los Angeles Yard and Firestone Park.

RULE D-97-A. Applies between Los Angeles, Los Angeles Yard and Alhambra.

RULE 221. Firestone Park is train-order office for eastward trains only.

Thenard Tower is train-order office for westward trains only.

Light will not be displayed in train-order signals on Firestone Park Subdivision east of Firestone Park, except when train-order operator is on duty.

RULE D-251. Will apply as follows:

Both tracks between Los Angeles, Los Angeles Yard and Alhambra.

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

RULE 82-A. Trains authorized on Calexico Subdivision and operating through Niland with the same conductor and engineer are thereby authorized on Salton Subdivision and may be issued train orders on Calexico Subdivision that affect their movement on either Calexico or Salton Subdivisions, and are not required to obtain clearance at Niland.

RULE 83-A. Conductor of train, or engineer of light engine, may report arrival at Calexico to train-order operator.

RULE 97. Extra trains must not run via Sandia Branch unless train order so specifies.

RULE 105. Calexico: Siding is first track north of main track extending from MP 706.84 to MP 708.59.

RULE 201. Train orders and clearances on Calexico Subdivision will be issued by the authority and over the initials of S. H. Crouse.